

Data

Adjustment on temperature dial	Medium head room temperature in °C (°F)
65	18 ± 2 (64) *
75	24 ± 2 (75)
85	30 ± 2 (86)

*may not be attained at high ambient temperatures.

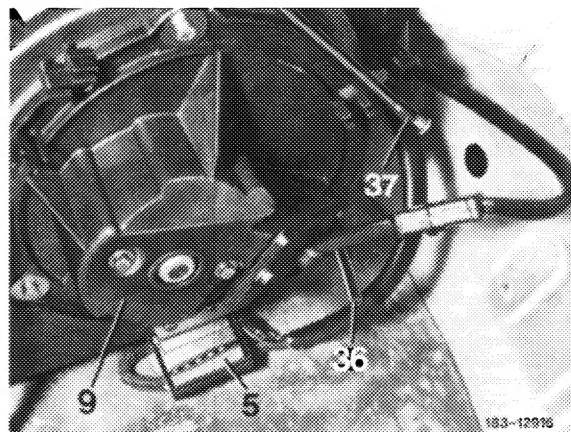
If the medium head room temperatures are not attained or if they are too low or too high, set system to colder or warmer by turning temperature dial on potentiometer shaft held in place by means of adjusting wrench (83—611).

If an adequate control quality is nevertheless not attained, also check venting of in-car temperature sensor.

1 If the tester is still connected to system, pinch off system while plugging 10-point plug connection (5) again together and close vacuum line (37) with blind plug (83—602).

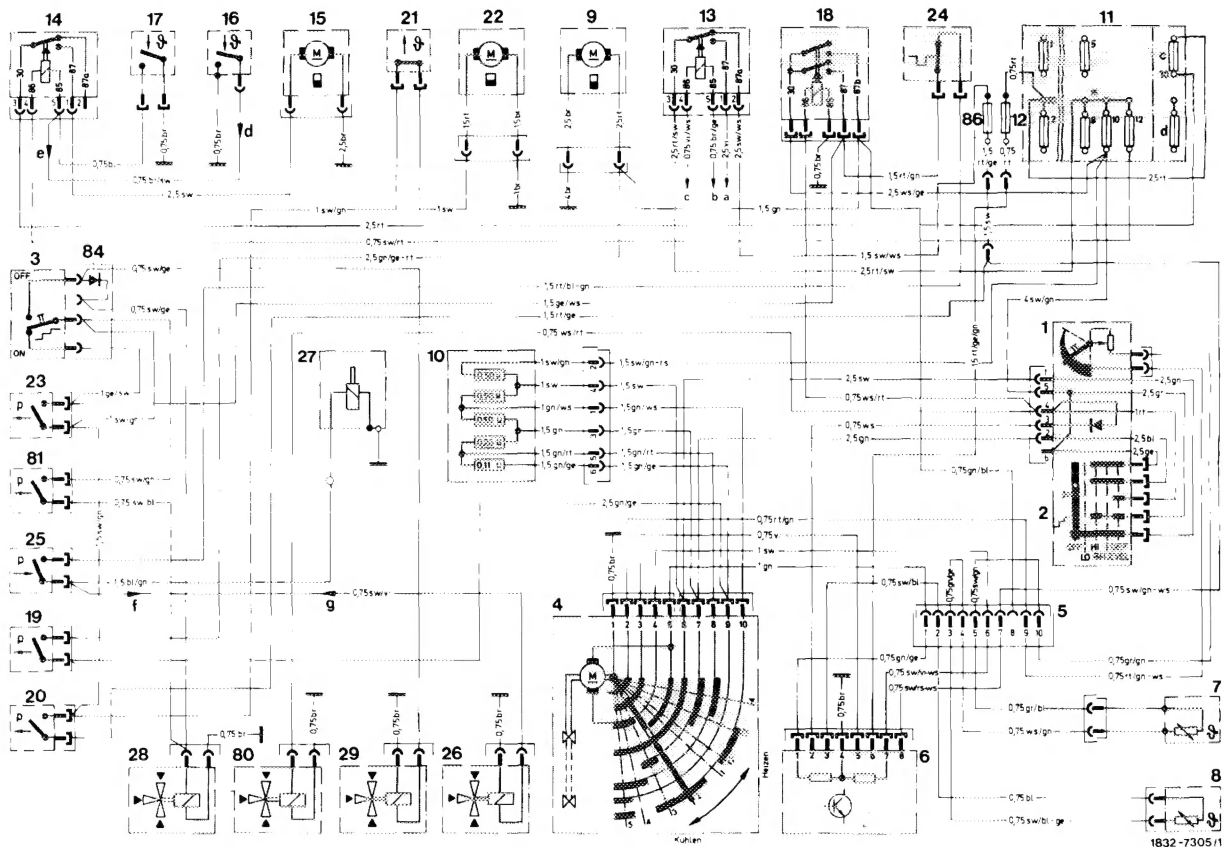
Layout of 10-point plug connection for tester

- 5 10-point plug connection for tester
- 9 Blower
- 36 Vent line for legroom flaps
- 37 Vacuum connection for tester



2 Attach one thermometer each adjacent to head of driver and co-driver (front passenger) and approx. 200 mm away from vehicle head lining.

Note: Below 16°C (61°F) ambient temperature the heating water pump (22), controlled via switch (20) and (21), should run along.



Electric wiring diagram, ignition off, regulating valve in position "parking" (standard)

- | | |
|--|--|
| 1 Temperature dial | 21 Temperature switch for heating water pump (22) |
| 2 Pushbutton switch | 16 °C (61 °F) ON, 26 °C (79 °F) OFF |
| 3 "ON/OFF" switch refrigerant compressor | 22 Heating water pump |
| 4 Regulating valve | 23 Vacuum switch (for refrigerant compressor, closes |
| 5 10-point plug connection for tester | with vacuum higher than 78.5 mbar or 0.08 atu, |
| 6 Amplifier | at "BI-LEVEL" only) |
| 7 In-car temperature sensor | 24 ETR-switch 2 °C (36 °F) |
| 8 Ambient temperature sensor | 25 Pressure switch refrigerant compressor |
| 9 Blower | ON 2.6 bar gauge pressure (2.6 atu) |
| 10 Pre-resistance for blower | OFF 2.0 bar gauge pressure (2.0 atu) |
| 11 Main fuse box | 26 Switchover valve for constant speed (engine 110.984 only) |
| Fuse 10 : 16 amps | 27 Electromagnetic clutch for refrigerant compressor |
| Fuse 12 : 8 amps | 28 Switchover valve for vacuum element of legroom flaps |
| Fuse c : 16 amps | 29 Switchover valve for vacuum element of fresh |
| 12 Additional fuse for amplifier (2 amps) | air-recirculated air flap |
| 13 Relay air conditioning system | 30 Switchover valve "BI-LEVEL" (at "DEF") |
| 14 Relay auxiliary fan | 31 Vacuum switch (closes with vacuum higher than |
| 15 Auxiliary fan | 78.5 mbar or 0.08 atu, at "BI-LEVEL" only) |
| 16 Temperature switch 100 °C (212 °F) | 32 Diode |
| in thermostat housing for auxiliary fan | 33 Additional fuse (5 amps) for heating water pump, |
| 17 Temperature switch 62 °C (142 °F) | refrigerant compressor and amplifier |
| in receiver dehydrator for auxiliary fan | a Cable connector starter terminal 50 |
| 18 Double contact relay | b Starter lockout and back-up lamp switch |
| 19 Vacuum switch | c Ignition starter switch terminal 50 |
| (main switch, closes with vacuum higher than | d Via relay ignition switchover terminal 85 |
| 175 mbar or 0.18 atu) | e Via relay decoupling terminal 30 |
| 20 Vacuum switch (refrigerant compressor, closes | f Via relay ignition switchover terminal 87a |
| with vacuum higher than 78.5 mbar or 0.08 atu) | g Via relay ignition switchover terminal 30 |
- engine
 110.984 only
 (countries with
 emission control)

3 In selector lever position "D" maintain a road speed of 30 to 40 mph (50 to 60 km/h) (ambient temperature sensor air flow).

4 Set pushbutton switch (2) to "AUTO-HI".

5 Read headroom temperatures after approx. 5 to 10 minutes (refer to table, 608/1).

Layout of control unit

- 1 Temperature dial
- 2 Pushbutton switch
- 3 "ON/OFF" switch of refrigerant compressor

